

THAT CLAIMED IS:

1. A security vehicle having a predetermined effective range, the security vehicle comprising:

a pair of interchangeable security vehicle main bodies, each having a front, a rear, first and second
5 sides extending between the front and rear, a top and a bottom positioned to substantially overlies a support surface, each of the pair of security vehicle main bodies having a vertical height less than about twelve inches and including a pair of security vehicle connector
10 extension extending outwardly from the front or rear of each of the pair of security vehicle main bodies, each of the security connector extensions including a plurality of openings formed therein;

a plurality of security vehicle connector receivers
15 each rotatably connected to one of the security vehicle connector extensions, each of the plurality of security vehicle connector receivers including a plurality of openings positioned to serially align with the plurality of openings formed in each of the security vehicle
20 connector extensions;

a pair of security vehicle connectors, each having a first end and a second end, the first end connected to a first one of the plurality of security vehicle connector receivers and the second end connected to a
25 second one of the plurality of security vehicle connector receivers positioned substantially opposite the first security vehicle connector receiver to collapsibly connect each of the pair of security vehicle main bodies to readily move the security vehicle between an extended
30 position and a collapsed position;

a plurality of power units positioned to interchangeably connect to each of the pair of security vehicle bodies, the security vehicle connector receivers and the pair of security vehicle connectors to provide
35 power to the respective pair of security vehicle bodies

and the pair of security vehicle connectors; and
a pair of drive assemblies connected to the
respective pair of security vehicle bodies, the security
vehicle connector receivers, and the security vehicle
40 connectors to drive the security vehicle in a plurality
of predetermined directions and to position the security
vehicle between the extended and the collapsed positions.

2. A security vehicle as defined in Claim 1,
wherein the security vehicle is moved between the
extended position and the collapsed position responsive
to a control signal emitted from a remote controller so
5 that an operator can remotely move the security vehicle
between the extended position and the collapsed position.

3. A collapsible security vehicle as defined in
Claim 2, wherein the extended position of the security
10 vehicle is further defined by the bottom of each of the
pair of security vehicle bodies being position
substantially parallel to the support surface.

4. A collapsible security vehicle as defined in
Claim 3, wherein the extended position of the security
vehicle is further defined by the bottom of each of the
pair of security vehicle bodies being position
5 substantially perpendicular to the support surface.

5. A collapsible security vehicle as defined in
Claim 4, wherein each of the pair of security vehicle
bodies further comprises a cargo receiving area having a
cavity positioned between the sidewalls adjacent the
5 front, rear, and first and second sides of each of the
pair of security vehicle bodies.

6. A collapsible security vehicle as defined in
Claim 5, further comprising a plurality of omni-

directional wheels, a first pair of omni-directional wheels connected to one of the pairs of security vehicle
5 bodies and a second pair of omni-directional wheels connected to the other one of the pairs of security vehicle bodies so that the security vehicle moves in forward, rearward, lateral, and transverse directions.

7. A collapsible security vehicle as defined in Claim 6, wherein each of the plurality of omni-directional wheels further comprises a plurality of separate and spaced-apart wheel members each formed of a
5 plastic material including a wheel main body having an bulbous shape, a lateral axis, and a longitudinal axis being substantially longer than the lateral axis,

8. A collapsible security vehicle as defined in Claim 7, wherein the bottom, top, and side walls of the main body further comprise a substantially rectangular shape so that the security vehicle has a substantially
5 rectangular shape.

9. A method of maneuvering a security vehicle having a longitudinal axis, the method comprising:

moving the security vehicle in a first predetermined
10 direction so that the longitudinal axis of the security vehicle is substantially parallel to the path of travel of the security vehicle;

moving the security vehicle in a second predetermined direction so that the longitudinal axis of
15 the security vehicle is substantially perpendicular to the path of travel of the security vehicle; and

moving the security vehicle in a third predetermined direction so that the longitudinal axis of the vehicle is substantially transverse to the path of travel of the
20 security vehicle.

10. A method as defined in Claim 9, further comprising maneuvering the security vehicle in a predetermined area having a clearance of less than about twelve inches.

11. A method as defined in Claim 10, further comprising collapsing the security vehicle to decrease the width of the security vehicle.

12. A method as defined in Claim 11, further comprising maneuvering the security vehicle in a predetermined area having a width of less than about twelve inches.

13. A method as defined in Claim 12, further comprising extending the security vehicle to increase the width and decrease the height of the security vehicle.

14. A method as defined in Claim 13, further comprising collapsing the security vehicle while simultaneously moving the security vehicle in the first, second, or third predetermined directions.

15. A method of maneuvering a security vehicle having a base with a longitudinal axis and a lateral axis, the method comprising:

moving the security vehicle in a first predetermined
5 direction through an area having a clearance of less than
twelve inches so that the longitudinal axis is
substantially parallel with a path of travel of the
security vehicle; and

collapsing the security vehicle while moving in the
10 first predetermined direction and moving the collapsed
security vehicle through an area having a width of less
than twelve inches.

16. A method as defined in Claim 15, further comprising moving the collapsed security vehicle in a second predetermined direction so that the longitudinal axis is substantially perpendicular to the path of travel
5 of the security vehicle.

17. A method as defined in Claim 16, further comprising moving the collapsed security vehicle in a third predetermined direction so that the longitudinal axis is substantially transverse to the path of travel of
5 the security vehicle.

18. A method as defined in Claim 17, further comprising extending the security vehicle to increase the width and decrease the height of the security vehicle while moving in the first, second, or third predetermined
5 directions.

19. A method as defined in Claim 18, further comprising moving the extended security vehicle in the second predetermined direction so that the longitudinal axis is perpendicular to the path of travel of the
5 security vehicle.

20. A method as defined in Claim 19, further comprising moving the extended security vehicle in the third predetermined direction so that the longitudinal axis is transverse to the path of travel of the security
5 vehicle.